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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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NOFORN

COUNTRY Czechoslovakia

REPORT

SUBJECT Cheb Railroad Station

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report on the installations and rolling stock of the railroad station at Cheb (N 50-04, E 12-22). A map sketch shows the location and layout of the installations.

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Attachment (7 pages and 1 map sketch):

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Location: The location of the objective is furnished by Plan No. I attached.

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Description: The CHEB Railway Station constitutes an important railway center, particularly in that which concerns relations between Czechoslovakia and Germany. The station is located about ten kilometers from the frontiers of West and East Germany, at the junction of the CHEB-PIZEN (PRAGUE), CHEB-KARLOVY VARY (USTI/Nad Labem), CHEB-FRANTISKOVY LAZNE (PLAUEN), CHEB-SCHIRADING, and CHEB-WAIDSASSEN lines.

In this connection it is noted that the CHEB-PIZEN line officially ^{is designated} carries No. 1696 and the CHEB-KARLOVY VARY line carries No. 1624.

The CHEB station suffered many bombardments during the last war and certain of its installations have not yet been completely restored.

This particularly concerns the buildings of the passenger station (see object ^{IVE 3} ~~XXXX~~ 4 and 5 of the attached sketch).

The "former" Cheb station (see Object ^{IVE} ~~XXXX~~ No. 1 of the attached plan) comprises one passenger station ~~equipped~~ with 11 ^{tracks} ~~tracks~~ and one marshalling yard ~~equipped~~ with 12 ^{tracks} ~~tracks~~. Recently, a new marshalling yard (see Object ^{IVE} ~~XXXX~~ 1a of the plan), situated east of the older yard, has been added to these installations.

A detailed description of the installations of the CHEB station is furnished by the attached Plan No. 1 and the legend accompanying it.

These installations particularly consist of three ~~xxx~~ mixed loading platforms (lateral and frontal) - see Object ^{IVE 3} ~~XXXX~~ 6 and 9 of the plan.

The Cheb station also has two roundhouses each capable of servicing 18 locomotives (see Object ^{IVE} ~~XXXX~~ 10 of plan); the turntables of these roundhouses are ^{operated} ~~operated~~ by electricity. The station is also equipped with five semaphore signals.

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The switches are operated by hand and mechanically.

Stock Depot:

A. Locomotives:

The locomotive depot of the CHEB station comprises 62 machines, of which:

1. 12 locomotives dating from 1924 to 1927 and ~~and~~ manufactured engines at the Skoda Plant of PIZEN. These ~~machines~~, which have copper boilers, are utilized for pulling passenger trains.

Their ~~approximate~~ maximum speed is 80 kilometers an hour; they have three coupled axles and the maximum capacity of each axle is 16 tons.

The locomotives have

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2. 30 locomotives constructed in 1943-1944 at the Skoda Plant of engines PIZEN. These ~~machines~~ are used for pulling freight trains.

They have

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Their maximum speed is 100 kilometers an hour; they have five coupled axles and the maximum capacity of each axle is 15 tons.

3. 6 locomotives delivered by the Skoda Plant in 1955. These modern engines are designated by

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They are used at the same time for pulling passenger trains and freight trains.

These engines have four coupled axles; their maximum speed is 100 kilometers an hour; the maximum capacity per axle is 17 tons.

4. 6 locomotives about 30 years old. these engines have

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They are only used ~~for~~ for traffic inside the station.

5. 8 locomotives built about 40 years ago. These engines, of which

, are only used on the branch lines of factories or mines.

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B. Cars

The rolling stock depot of the CHEB station consists of 300 to 350 freight cars. These are stored in the station of TRSNICE (TIRSCHNITZ in German), about 3 kilometers north of the CHEB station (see Plan No. 1, Object 29).

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Traffic:

In May 1955 the traffic of the CHEB station was as follows:

- between CHEB and PLZEN, a total of 20 to 25 trains a day, of which 4 were express, 6 accommodation and 15 freight.

- between CHEB and SCHIRNDING, 2 express and 2 freight trains a day.
~~empty~~ trains of empty

Further, 2/tank cars pass each day by the CHEB station coming from ~~the~~ ^{the} GDR. Also 2 trains of full tank cars pass each day by CHEB in the direction of the ~~DDR~~ German Democratic Republic.

In Czechoslovakia, these trains ^{use} ~~the same route~~ coming and going ~~on~~ the route BRAMBACH-FRANTISKOVY LAZNE - CHEB - PLZEN - CESKE BUDEJOVICE. It is probable that they carry ^{to} ~~from~~ the German Democratic Republic crude oil from Austria.

Repairs :

Light repairs were accomplished in the same CHEB station. The more important repairs were entrusted to the workshops of the CSD of PLZEN, ^(Chemin de Fer Tchechoslovaques, Czechoslovakian Railroads) CHOMUTOV, or USTI/Nad Labem.

Coaling:

The CHEB station was supplied with coal from the lignite mines of SOKOLOV and the OSTRAVA mines.

The average consumption of coal in 24 hours was 400 tons.

Personnel of the CSD (Chemin de Fer Tchechoslovaques, Czechoslovakian Railroads) of CHEB:

The personnel of the Czechoslovakian Railroads assigned to the CHEB station comprise about 600 railwaymen and employees working in 3 teams of 8 hours.

The chief of the locomotive depot is Josef Princ, former mechanic, member of the Communist Party.

In another connection it is interesting to note the names of the mechanics and firemen who proceed regularly with their trains from CHEB to the Bavarian frontier station of SCHIRNDING:

Czech Mechanics

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DRAZANZIMERMANSTULCKROUPAVOSIKAZEMANSecurity Measures:

The freight station, the locomotive depot and the roundhouses are permanently guarded by a detachment of the factory guard and of the SNB (Constabulary).

The passenger station is guarded by the SNB and by the frontier guard.

LEGENDE OF PLAN NO. 1

1/ Passenger station and "former" marshalling yard.

1a/ New marshalling yard.

2/ Stock depot of the Czech Railroads(CSD):

One-storied permanent building, ~~tile roof, 20 by 8 meters in dimensions~~ partially destroyed during the war.

3/ Freight station:

Permanent one-storied building, tile roof, 20 by 8 meters in dimensions.

4/
5/ Buildings of the passenger station:

Two wooden buildings which are one-storied. These buildings are occupied by the offices of the CSD, a postal office, and a SNB station.

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6/ Concrete ramps:

Dimensions are 20 by 8 meters. These two ramps are used for the loading of freight on the cars; they are also directly accessible to trucks, ^{tanks} ~~and~~ wagons, etc.

7/ Freight depot:

is
In this depot ~~are~~ stored freight which passes through the CHEB station.

Permanent one-storied building, tile roof, 30 by 10 meters in dimensions.

7a/ Management office of the freight station, factory guard post and cloakrooms:

Permanent one-storied building, tile roof, approximate dimensions are 30 by 10 meters.

8/ Freight depots:

Permanent building of one story, tile roof, approximate dimensions of 30 by 10 meters.

9/ Permanent ramp:

20 by 10 meters in dimensions. This ramp is identical to those described in Object ^{ive} No. 6 above.

10/ Roundhouse for locomotives:

Two permanent buildings, semi-circular in form, roof of tar-~~lined~~ paper. Each of these buildings has a capacity of 18 locomotives.

The turntables are operated by electricity.

11/ Water tank~~s~~.

12/ Permanent building, whose purpose is unknown.

13/ Offices of the roundhouses:

Permanent, ^{two} ~~one~~-storied building, tile roof, 12 by 8 meters in dimensions. This building was constructed recently.

14/ Former road put to another use following the enlargement of the freight station.

15/ New macadamized road, constructed to replace the preceding ~~one~~.

16/ Military airport of CHEB:

The surface of this terrain is covered with turf; a military

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detachment permanently guards the terrain.

17/ Concrete runway: approximate dimensions are 500 meters long and 10 meters wide.

18/ Ruined hangars: these hangars were destroyed during the last war.

19/ Barracks: ensemble of permanent buildings of ^{2 3 4}1, 2 and 3 stories.

Six tanks (T-34) and 15 pieces of ordnance of 85 millimeters drawn by trucks have been observed there. Also observed were men training with heavy machine guns of the Soviet type "Goriounov".

The troops stationed in this barracks have been estimated at about 1,000 to 1,200 men. However, the branch of the army ~~sk~~ to which this unit belongs is unknown.

20/ Castle of CHEB, occupied by the command post of the 5th PS (frontier guard) brigade.

21/ Trenches dug around the castle:

These trenches are about 70 centimeters deep and 60 centimeters wide.

22/ Huts occupied by the PS:

There are five wooden huts covered with tar paper, which were constructed under the German occupation. These huts, in which have been stored food and munitions, are permanently guarded by a detachment of the PS.

23/ Barracks occupied by the PS:

This barracks is composed of three ~~buildings~~ permanent buildings with ^{three} floors, measuring approximately 40 by 10 meters, and of recent construction.

24/ Barracks, composed of several buildings of ^{2 3}1 and 2 stories:

In May 1955 this barracks was occupied by an auxiliary military detachment belonging to a "technical unit" (in Czech: T.J. - Technicka Jednotka). The "technical units" ~~have been~~ are formed by the former "bataillons techniques" (TP).

25/ Command of the district of the SNB:

Permanent building with ⁵ stories.

26/ Military administration of the district (OVS, Okresni Vojenska Sprava):

Permanent building with ⁵ stories

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27/ Army club:

Former hotel which was requisitioned.

28/ Railway bridge on the Chre River:

This reinforced concrete bridge measures about 400 meters
in ^{length} ~~length~~. It is used for the crossing of the CHEB-~~double~~ railway
~~xxxxxx~~ FRANTISKOVY LAZNE double railway track.

29/ Railway car depot of TRSNICE:

This depot is part of the CHEB station. It normally consists
of from 300 to 350 freight cars.

Commentary:

This Plan No. 1 gives the various ^{objectives} ~~subjects~~ of the village of CHEB.

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